

The Daily Morning Astorian.

VOL. XX, NO. 53.

ASTORIA, OREGON, TUESDAY, DECEMBER 4, 1883.

PRICE, FIVE CENTS.

SIR MOSES MONTEFIORE.

A Noted Centenarian.

It is inevitable that the first thought of any one who sees or speaks with Sir Moses Montefiore should be the thought of his immense old age. Even now, though human life seems to be really lengthening, centenarians are rare enough to make them interesting—we extend the term, perhaps hardly legitimately, to Sir Moses Montefiore, who is 99—but when a man in a prominent position lives to that age, the thought of what he has seen and done, of the changes through which the world has passed during his time, becomes overpowering. Sir Moses has seen the great work of his life crowned with success in very many countries, and this thought, no doubt, is that on which he and his Jewish friends will dwell with the greatest satisfaction to-morrow. But outside observers will reflect with almost greater interest on the men that he has seen in this long life of his, on the epochs through which he has passed, and on the contrasts which the world of to-day presents to the world in which Sir Moses Montefiore spent his youth. Born in 1783, he may possibly remember the taking of the Bastille, and he will certainly recollect the execution of Louis XVI., and the fall of Robespierre. He can probably recall the sensation caused by each of Nelson's victories, and will recall with accuracy the feelings awakened in England by the events of the Peninsular War. When the news of Waterloo came to his brother-in-law, Mr. N. Rothschild, Montefiore, who was with him in business, probably shared with him the advantages to be gained from the exclusive information. He was past forty when Catholic emancipation and the reform bill were carried, and had arrived at full age when Queen Victoria ascended the throne. Yet it is since that date that he has done the greater part of his work by which he is known throughout the world—the work of practically helping his suffering brethren wherever they were to be found. His journeys to Palestine began in 1827, and they only ended in 1875, when he was past 90 years of age. He visited the Sultan in 1840, the year in 1846, and Canada, Antwerp, to name the boy Mortara, in 1878. No journey has been too long or too difficult, and no work too tedious for him, if help could be gained for those who sorely needed it. Nor has his help been confined to those of his own race and religion. We tell this morning, some curious stories of the aid he has given to persons who had no claim upon him except the claim of distress, and we quote the letter which he wrote to this journal in 1860, and which had so much effect in stimulating public sympathy for the unfortunate Christian of the Lebanon. The clerical aid he speaks of in the meeting at Barnegate yesterday had good reason to speak of his universal benevolence. The Montefiores are, as the name implies, Italian Jews, though there is a difficulty in deciding when and whence they settled about the little town on the eastern slopes of the Apennine, which bears that name. In different countries the Jews have different modes of choosing surnames; in England they are mostly called by Old Testament names, possibly somewhat altered—Levi, Lewis, Abrahams, Moss; in Germany and some other countries they take the names of towns and call themselves Erlanger, Breslauer, Oppenheim. A fortunate chance gave to the ancestor of the venerable philanthropist the name of the little town near the Adriatic; but they are first heard of as settled near Leghorn, where the Jews number no less than 7000 at the present time. The grandfather of Sir Moses, Moses Vita Montefiore, settled in England 130 years ago as a merchant trading with Italy. One of his sons married Rachael Mocatta, one of the family of Spanish Jews, whose name is still well known in London, and the first child of this marriage was Moses, born at Leghorn in 1784, on the 24th of October, corresponding in that year to the 8th of the Hebrew month Cheshvan, which falls somewhat later in the present year. It is well known that the Jewish trading community is headed by a kind of close aristocracy of great financiers, who are closely connected with one another by marriage; and of this aristocracy, if such it may be called, the Montefiores are leading members. Sir Moses is half Montefiore and half Mocatta; he married Miss Judith Cohen, whose sister married the founder of the English house of Rothschild. These four names are, with one or two more, co-extensive with the inner circle of English Jews. Many of those who bear one or other of the names have gone much more deeply into finance than Sir Moses, and have consequently left themselves neither the heart nor the time to do the good that he has done. He left the stock exchange early and entered into other and less exciting kinds of business. He helped to found the Alliance Insurance office, the Imperial Continental Gas association and the Provincial Bank of Ireland. But though he did not cease his connection with business, he was never absorbed in it. We have already said that his passionate devotion to his race led him to visit Palestine in 1827, through great difficulties—more like those which would now attend a journey to Bokhara or Yunnan, than those which we associate with a trip to Jerusalem. But what distinguishes the work of Sir Moses Montefiore from that of any other philanthropist is the success with which he has pleaded the cause of the Jews in the quarters to which, under ordinary circumstances, their cry could not have reached. In 1840 he extracted from the Sultan a firman, which has been of real service, many times over, in the cause of the Jews of the Turkish empire. He got something more than civil speeches from the Emperor Nicholas, and in 1872, in a second visit to Russia, he was deeply gratified to notice the improvement in the lot of his Russian brethren.

He penetrated even to Morocco in 1863, and in 1867 to Bucharest, where the Jews are perhaps more hated than in any other city in Europe. Neither danger, nor distance, nor discouragement has ever prevented him from going on his errands of charity. Sir Moses Montefiore has seen many changes in European society, but none greater than that which has passed since the beginning of this century, over the condition of the Jews. In Russia and the backward regions of eastern Europe they are still, indeed, miserably poor, and are as liable as ever to outbreaks of hatred on the part of the Christian peasantry and of those who wish to turn that hatred to account. Civilized Germany even is inclined to "boycott" them; but the very fact is a proof that they have in the last half century prospered so very much more than their rivals that the jealous hostility of the latter must from time to time break out. The difference is that what is now abnormal and exceptional was expressed by law fifty years ago. Jewish disabilities, not extending merely to the right of sitting in parliament, but to half the rights of citizenship, existed even in England, which boasts of being in the forefront of enlightenment, until Sir Moses had himself had ample time to experience them. Now, not only have the Jews got rid of their disabilities, but their power is very great and far-reaching. Much of the continental press is in their hands. They control the bourses. National financial operations are regarded by them as to a great extent their own affair. Their well known qualities of patience, insight and mutual fidelity, and their habit of thinking nothing beneath the notice of a man of business, have given them success. What the future of the race may be no man would prophesy; but if their progress is as rapid as has been during Sir Moses Montefiore's lifetime, they will in the next century be an important fact indeed.—London Times.

The Wrecked Victoria.

Further information received at the office of the Pacific Coast Steamship Company is to the effect that the *Victoria* struck a sunken rock off Port Orford at about two o'clock on Wednesday morning. She rapidly filled with water, and it was found necessary to beach her. The passengers succeeded in getting ashore safely, although the sea was breaking over her. A messenger was at once dispatched to Coos Bay, the nearest telegraph station, and from that point the intelligence was given. She had 1,900 tons of coal and a number of passengers for San Francisco. Captain Reichmann, who was in command, has been in the employ of the Oregon Railway and Navigation Company and the Pacific Coast Steamship Company for several years past. The cause of the disaster is left to conjecture. The place she struck was nearly twenty miles out of her regular course, and it is presumed that at the time of the accident she was making for Port Orford to escape the heavy weather then prevailing. The *Bernard Castle* reports a heavy gale and very heavy seas, in which she received some rough usage and sustained more or less damage about the decks. The *Victoria* must have been in the same storm, and the indications are that she was seeking shelter, although it may be that she was too far in toward shore through a fault in reckoning. The steamer was built of iron in Newcastle, England, in 1860, and for years ran under the name of *Bolivar* on the coast of Chile. In 1878 she ran ashore on the Central American coast and was condemned. The hull was bought by Goodall, Perkins & Co. for something like \$12,000. They brought her to San Francisco and had her entirely rebuilt. The hull was cut in two and seventy-five feet added to her length, \$150,000 being expended upon her. She was then placed under the American flag, christened *Victoria* and went into the coal trade between there and Victoria. It is reported that she was insured in England for \$120,000. Her cargo of coal is valued at something over \$7,500, and is uninsured. It was sold at the mine by John Rosenfield to the Pacific Coast Steamship Company, and the latter will be the sole losers. The officers of the wrecked steamer are Capt. Reichmann, Chief Officer Humphreys, third mate H. D. Smith and Chief Engineer R. Turner.

Deaths on the Idaho.

Charles Carlson, a seaman, was lost overboard from the *Idaho* on the night of the 29th ult., while the steamer was doubling Cape Flattery. He was on duty as "lookout" in the bows at the time, and it is supposed a sudden lurch of the vessel caused him to lose his balance and fall into the water. Deceased was a native of Sweden, aged 24 years, and has an uncle residing in Santa Clara county, California. Frederick Johnson, a seaman, while engaged in discharging freight at Killisnoo, Alaska, met with a fearful accident, resulting in his death thirty-six hours afterward. Amongst the freight was a heavy iron tank consigned to the Northwest Trading Company, weighing ten tons. In unloading the massive tank Johnson, to facilitate operations, got inside, and when thus engaged the rope by which the tank was being lowered parted, causing it to slide aft. Johnson jumped from the tank, only to be caught between it and the steamer, sustaining injuries which resulted in his death.

See Dimmitt's Cough Balm. J. M. Yantis, Sweet Springs, Mo., writes: "My mother has had bronchial and pulmonary affection for forty years and in that time has tried almost everything, but never found anything to give her the relief Dimmitt's Cough Balm has." At W. E. Dement & Co's.


Why are you ill? Why do you suffer? Everybody knows all aches and pains, all languor and debility are cured by Brown's Iron Bitters.

COLDEN'S LIQUID BEEF TONIC is endorsed by physicians. Ask for Colden's no other. Of druggists.

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THE GREAT GERMAN REMEDY FOR PAIN.
RHEUMATISM, Neuralgia, Sciatica, Lumbago, BACKACHE, HEADACHE, TOOTHACHE, SORE THROAT, QUIET, SWELLINGS, SPRAINS, Scrofula, Gout, Bruises, FROSTBITES, BURNS, SCALDS, And all other bodily aches and pains.
FIFTY CENTS A BOTTLE.
Sold by all Druggists and Dealers. Directions in 11 languages.
The Charles A. Tupper Co. (Inventors to A. Tupper & Co.) Baltimore, Md., U. S. A.


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STOMACH BITTERS
Though shaken in every joint and fiber with fever and ague, or bilious remittent, the system may yet be freed from the malignant virus with Hostetter's Stomach Bitters. Protect the system against it with this beneficent anti-spaemic, which is furthermore a supreme remedy for liver complaint, constipation, dyspepsia, debility, rheumatism, kidney troubles and other ailments.
For sale by all Druggists and Dealers generally.

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The Pioneer Machine Shop
BLACKSMITH

SHOP
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Boiler Shop
All kinds of
ENGINE, CANNERY, STEAMBOAT WORK
Promptly attended to.
A specialty made of repairing
CANNERY DIES,
FOOT OF LAFAYETTE STREET.
FOARD & STOKES.
A FULL LINE OF
Fancy Groceries.
WINES AND LIQUORS
HARDWARE AND Ship Chandlery:
Fresh Fruits and Vegetables.
-In Hume's New Building
ASTORIA LIQUOR STORE,
AUG. DANIELSON, - Proprietor.
Rebuilt and Refitted Throughout.
The Best of
WINES, LIQUORS, AND CIGARS
For a Good Cigar, call for one of "Danielson's Best."
Corner West 9th and Water Streets, Astoria.
19-6m

O. Tell Me Where Is Fancy Bre (ad)
WHY, AT THE
Astoria Bakery & Confectionery
CHEMAMUS STREET.
Not only SUPERIOR BREAD AND CAKES AND PASTRY in great variety, but also
THE LARGEST STOCK OF CANDIES IN TOWN.
Weddings and parties supplied with the most elaborate ornamental work on the shortest notice and on reasonable terms.
This is the most complete establishment in Astoria.
ED. JACKSON, Prop.
THE THINGVALLA LINE.
Is the only
DIRECT LINE
Between NEW YORK and SCANDINAVIA.
First class Steamers and good usage.
Tickets for sale at A. M. JOHNSON'S, Agent, Astoria, Oregon.

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Finest of Wines and Liquors
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ALEX. CAMPBELL, - PROPRIETOR.
ASTORIA IRON WORKS.
BENTON STREET, NEAR PARKER HOUSE, ASTORIA - OREGON.
GENERAL MACHINISTS AND BOILER MAKERS.
LAND and MARINE ENGINES
Boiler Work, Steamboat Work and Cannery Work a specialty.
CASTINGS,
Of all Descriptions made to Order at Short Notice.
A. D. WASS, President, J. G. HURTLER, Secretary, L. W. CASE, Treasurer, JOHN FOX, Superintendent.

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DEALERS IN
Doors, Windows, Blinds, Transoms Turning, Bracket Work.

Shop Work
A specialty, and all work guaranteed.
Oak, Ash, Bay, and Walnut lumber; Oregon and Port Orford Cedar.
All kinds of boat material on hand.
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Mrs. R. QUINN,
GROCERIES AND PROVISIONS, Crockery and Glassware.
A Full Stock.
NEW GOODS CONSTANTLY RECEIVED.
Northwest corner Squemoqua and Main Streets.
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Mrs T.W. Eaton. Miss Florence Christensen.

EATON & CARNAHAN,
DEALERS IN
Fine Millinery
—AND—
Fancy Goods.
Cass Street, next door to Odd Fellows Building.

CHAS. A. MAY,
New Store, New Stock,
Toys, Fancy Goods,
Tobacco and Cigars.
FOREIGN AND DOMESTIC
FRUITS
A FINE ASSORTMENT.
Squemoqua street, next door to the Empire Building.
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FOR BARGAINS
Call at MRS. E. A. HULL'S. A Choice selection of
FANCY GOODS AND NOTIONS.
Pictures and Motives of all Descriptions.
Card Board, 5c. a Sheet.
Opposite the Astoria Candy Factory.

PETER BLANKHOLM,
Dealer in
FINE CIGARS,
IMPORTED AND DOMESTIC.
THE BEST BRANDS OF TOBACCO.
SMOKERS' ARTICLES
Cor. Squemoqua and Olney Streets, Astoria.

IT IS A FACT
—THAT—
JEFF'S CHOP HOUSE
ON
Concomly Street is the Best in Town.
—THAT—
He has Always on Hand FRESH
Shoal Water Bay and Eastern
Oysters.
—THAT—
"JEFF" IS THE BOSS CATERER.
—THAT—
He has been Proprietor of the "Aurora Hotel" in Knappaun seven years.
OPEN DAY AND NIGHT.
A Good Cup of Coffee AND OYSTERS.
MRS. POWELL HAS OPENED AN OYSTER stand and Coffee House on Main Street next to the Oregon Bakery.
Every attention paid to patrons.

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HOTELS AND RESTAURANTS.
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E. P. PARKER, - Manager and Agent.
AL. CROSBY, - Day Clerk.
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Jas. DUFFY has the Bar and Billiard room.
First Class in all Respects.
FREE COACH TO THE HOUSE.


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TRANSPORTATION LINES.
Oregon Railway & Navigation COMPANY.
OCEAN DIVISION
During the month of December, 1883, Ocean Steamers will sail from Portland for San Francisco every Tuesday and Friday, and from San Francisco for Portland every Wednesday and Saturday, leaving Alsea, worth Dock, Portland, at Midnight, and Spear Street Wharf, San Francisco, at 10 A.M.
Through Tickets sold to all principal cities in the United States, Canada and Europe.
RAIL DIVISION.
Passenger Trains leave Portland for Eastern points, at 9:00 P. M. daily.
RIVER DIVISION (Middle Columbia).
Boats leave Portland for Dalles at 7:00 A. M.
ALSO:
Leave Portland for Minn. Tu. We. Th. Fri. Sat
Astoria and lower Co. 7 A.M. 8 A.M. 9 A.M. 10 A.M. 11 A.M. 12 M.
Dayton, Or. 7 A.M. 8 A.M. 9 A.M. 10 A.M. 11 A.M. 12 M.
Salem 7 A.M. 8 A.M. 9 A.M. 10 A.M. 11 A.M. 12 M.
Corvallis 7 A.M. 8 A.M. 9 A.M. 10 A.M. 11 A.M. 12 M.
Victoria 7 A.M. 8 A.M. 9 A.M. 10 A.M. 11 A.M. 12 M.
Leaves Astoria for Portland at 6 A.M. daily except Sunday.
Pullman Palace Cars running between Portland and St. Paul.
C. H. PRESCOTT, - Manager.
JOHN MUIR, - Sup't of Traffic.
A. L. STOKES, - Asst. Sup't.
E. P. PARKER, - General Agent.
Passenger Dept.

Oregon & California R. R. OREGON & TRANSCONTINENTAL COMPANY, LESSEE.
On and after Dec. 21, 1883, trains will run as follows: DAILY (except Sundays).
EASTSIDE DIVISION.
Between PORTLAND and GRANT'S PASS MAIL TRAIN.
LEAVE PORTLAND. 7:30 A. M. (Grant's Pass). 1:30 P. M. (Grant's Pass). 10:00 P. M. (Portland). 4:20 P. M. (ALBANY EXPRESS TRAIN).
LEAVE PORTLAND. 4:00 P. M. (Lebanon). 9:20 P. M. (Lebanon). 4:45 A. M. (Portland). 10:05 A. M. (The Oregon and California Railroad Ferry makes connection with all Regular Trains on Eastside Division).

WESTSIDE DIVISION.
Between Portland and Corvallis MAIL TRAIN.
LEAVE PORTLAND. 9:00 A. M. (Corvallis). 4:30 P. M. (Corvallis). 8:30 A. M. (Portland). 3:20 P. M. (EXPRESS TRAIN).
LEAVE PORTLAND. 5:00 P. M. (McMinnville). 8:30 P. M. (McMinnville). 5:45 A. M. (Portland). 8:30 A. M. (Close connections made at Grant's Pass with the stages of the Oregon and California Stage Company).
Tickets for sale at all the principal points in California, at Company's Office.
Corner F and Front Sts., Portland, Or.
Freight will not be received for shipment after 5 o'clock P. M. on either the East or West side Division.
R. KOHLER, - Manager.
JOHN MUIR, - Sup't of Traffic.
A. L. STOKES, - Asst. Sup't.
E. P. PARKER, - General Agent.
Passenger Dept.

Ilwaco Steam Navigation Co.'s
WINTER SCHEDULE.
Astoria to Fort Stevens, Fort Canby, and Ilwaco.
Connecting by stages for Oysterville and Olympia.
Until further notice the Ilwaco Steam Navigation Co.'s steamers "Gen. Miles," or "Gen. Canby" will leave Astoria
On Mondays and Thursdays, at 7 A. M.
FOR
Fort Stevens, Ft. Canby and Ilwaco
ON
Tuesdays, Wednesdays, Fridays and Saturdays.
The steamer will leave Astoria at 9 A. M., as formerly, not being confined strictly to schedule time.
Fare to Fort Stevens.....50c.
" Canby and Ilwaco.....\$1.00
Ilwaco freight, by the ton, in lots one ton or over, \$2 per ton.
For Tickets, Tonnage or Charter apply at the office of the company, Gray's wharf, foot of Benton street.
J. H. D. GRAY, Agent.

Shoalwater Bay Transportation Co.
SUMMER ROUTE.
Astoria to Olympia,
Touching at
Fort Stevens, Fort Canby, Ilwaco, North Beach, Oysterville, North Cove, Petersons Point, Hoquiam, Montesano.
And all points on Shoalwater Bay, and Gray Harbor.
GEN. MILES, On Columbia River
Srs. or GEN. CANBY, Shoalwater Bay
" GEN. GARFIELD, Shoalwater Bay
" MONTESANO, Gray's Harbor
Connecting with Stages over Portages.
Leave Astoria for Olympia, at - 7 A. M.
On Mondays, Thursdays and Saturdays, arriving at Montesano the day after leaving Astoria—through trip in 80 hours.
Leave Olympia for Astoria on same days.

Columbia Transportation Co. FOR PORTLAND.
(FAST TIME.)
The popular steamer
FLEETWOOD,
Which has been refitted for the comfort of passengers will leave Wilson and Fisher's dock every
Monday, Wednesday and Friday at 6 A.M. arriving at Portland at 1 P. M.
Returning leaves Portland every
Tuesdays and Thursdays at 6 A. M. Arriving at Astoria at 1 P. M.
An additional trip will be made on
Sunday of Each Week,
Leaving Portland at 9 o'clock
Sunday Morning.
Passengers by this route connect at Kalama for Sound ports.
U. B. SCOTT, President.

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